

**Seattle Pedestrian Advisory Board  
December 11, 2013 Meeting Minutes**

*Meeting began at 6:05 p.m.*

Present: (Board Members) Devor Barton, David Goldberg, Lydia Heard, Lorena Kaplan, Mark Landreneau, Jennifer Olegario, Jacob Struiksma; (General Public) Tanna Shoyo; (SDOT) Dawn Schallenberger, Emily Ehlers, Maribel Cruz, Terry Plumb, Jim Curtin.

- November meeting minutes were approved.
- No public comment.
- *Greenways Presentation*
  - Dawn Schallenberger
  - Building a Neighborhood Greenway Network in Central Area
    - Seattle's traffic safety goals
      - Zero traffic fatalities and serious injuries by 2030
      - Greenways are tool to reach goal
    - Focus on most vulnerable
      - Downward trend in city's collision rate
      - Neighborhood greenways create calmer, safer, slower streets
    - What is a neighborhood greenway?
      - A safe, calm residential street for you and your family
    - Best locations
      - Residential streets with low speeds, volumes, and few hills that take you to schools, parks, farmers markets, libraries, shops
      - 70 percent of Seattle streets are residential
      - Slow speeds = safety
        - Lower speed limit to 20 mph
        - Prevention is key
        - Speed bumps
        - Signs and markings
          - To help people find their way around neighborhood
          - Helps motorists know people walking and biking are present
        - Safer crossings at busy streets
        - Stop signs
      - Sidewalks and pavements
  - Emily Ehlers
  - Creating a Central Area Network
    - Central Neighborhood Greenway
      - Alternative to 23<sup>rd</sup> Ave.
        - E. John St. to S. Judkins St.
      - Final design and construction 2014
      - \$2.14 million budget
    - Ridge Neighborhood Greenway
      - Planning and design in 2014

- From Volunteer Park to I-90 trail
- Selecting a greenway
  - Slopes
  - Volumes
  - Speeds
  - Connections
  - Sidewalk and pavement
- Maribel Cruz
- Central Neighborhood Greenway
  - Project location
    - E. Roanoke St. to Rainier Ave. S.
  - Implementation
    - Three phases
      - Phase 1: E. John to S. Jackson
      - Options include
        - East: 24<sup>th</sup> or 25<sup>th</sup> Aves
        - West: 21<sup>st</sup> or 22<sup>nd</sup> Aves
      - Shared characteristics of all routes
        - Avg. speeds are 20-25 mph
        - Avg. daily traffic volumes = 100-500 vehicles/day
        - Low # of collisions with bicycles
      - Pros and Cons of 21<sup>st</sup> and 22<sup>nd</sup>
        - Pros: Access to 23<sup>rd</sup> Ave; traffic signal @ Madison; Moderate grade on east-west routes north of Olive; Existing traffic circles
        - Cons: Potential conflicts @ Holy Names and WA Middle School during school hours
        - Steep east-west routes south of E. Cherry
      - Pros and Cons of 24<sup>th</sup> and 25<sup>th</sup>
        - Pros: Access to 23<sup>rd</sup> Ave; Moderate grade on east-west route from S. Judkins to E. Cherry; Access to I-90; Traffic circles
        - Cons: Pavement conditions north of E. Madison on 24<sup>th</sup>; Steep east-west routes north of Olive; Difficult crossing @ E. Madison/John/24<sup>th</sup>; Potential conflicts @ Garfield H.S. during school hours
  - Lorena asked: *Have you looked at crime statistics for each potential area?*
  - Priorities
    - Most promising route for Phase 1
      - Connects to 23<sup>rd</sup> Ave
      - Has community support
      - Supports all ages and abilities with flattest route
      - Low car volumes and speeds
      - Considers PMP and BMP recommendations
  - Next steps
    - Community briefings Dec. 2013/Jan. 2014
    - Early 2014 public meeting

- Mid-to-late 2014: Final design and construction of Phase 1 of Central Neighborhood Greenway
- SPAB Feedback
  - *Do we have preference for a route on the west or east side of 23<sup>rd</sup>? If so, why?*
  - *Any feedback on the Ridge Neighborhood Greenway study area?*
- *Pedestrian Safety Outreach*
  - Jim Curtin
  - Two grants in 2014
    - WSDOT
      - Pedestrian safety education re: new signal @ Aurora and 95<sup>th</sup> St
    - WA Traffic Safety Commission
      - Specific parameters
    - WSDOT Grant (\$20K)
      - Audible pedestrian signals
      - How to use, what they mean
      - Jacob: *Wants them to be verbal (not just bird chirpings) or have them tactile vibrating arrows; birds/chirps too loud, he wants to hear sound of the cars and where they're going.*
      - Tanna: *Birds and chirps are noisy and confusing to know where it's coming from.*
    - WA Traffic Safety Commission grant (\$60K)
      - Audience components
        - Pedestrian safety for seniors
        - Intoxicated pedestrians
          - Through alcohol or marijuana
        - Ideas for outreach to seniors
          - Direct mailings
          - Posters at senior housing developments
          - Safety tips sheet
          - Partnership with AARP
          - Senior safety street teams
        - Ideas for drivers and pedestrians
          - Out of context videos
            - "Predators of the NW Pedestrian"
          - Partner with service organizations and nonprofits
          - Media buys in ethnic media
            - Newspaper insert
          - Media partnership with KOMO, KIRO, or KING
  - *Upcoming Freight Projects*
    - Tony Mazella
    - Partnership between SDOT and Port of Seattle
    - Current projects
      - SDOT/Port of Seattle industrial areas Freight Access Project (FAP)
      - Seattle Freight Master Plan (FMP)
      - Port of Seattle Container Access Study (CTAS)

- Port of Seattle Century Agenda
  - Industrial Areas Freight Access Project (FAP)
    - \$250K grant from WSDOT to Port, but managed by SDOT
    - Industrial areas
      - Duwamish (SODO)
      - Ballard Interbay (north end, by fishing boats)
    - Purpose and Need
      - Priority goal-setting and project list
      - Standard-setting
    - FAP Schedule
      - Draft recommendations = May 2014
      - Final report = July 2014
    - Next steps
      - Freight Advisory Board is primary tool for public outreach
  - Freight Master Plan (FMP)
    - Modal plan
      - Similar to BMP, PMP, TMP
    - FMP will have major public involvement
    - Potential FMP deliverables
      - New goals and objectives for freight mobility
      - Updated major truck streets map
      - Strategies and actions to improve freight mobility
      - Recommend projects (informed by FAP)
      - Implementation strategies
- SPAB Board Member Recruitment opportunity
  - Howard Wu
  - Sent out press release seeking new board members Dec. 11, 2013
    - One board position available
    - New mayoral administration may delay board position by one month due to transition
    - Deadline for applicants = Jan. 6, 2014 by 5:00 p.m.
    - Interview process = 2-3 months
- Board member updates
  - Lydia attended Complete Streets panel discussion

*Meeting was adjourned at 8:01 p.m.*

Respectfully submitted,  
Jennifer Olegario